

EDITOR'S FOREWORD:

LOG CHIPS, of which this is the first issue, has been created to preserve and disseminate in a concise form the research of the Editor and his correspondents, and to serve as a means of communication among them. It is in no sense intended to be a competitor of "Sea Breezes", "American Neptune", "Steamboat Bill", or the other excellent periodicals already existing in the field of maritime history and nautical research. It is intended rather to supplement those publications by presenting, in an extremely simple format, lists and tabular matter of slight interest to the casual reader but of permanent value to the serious student; preliminary treatments of aspects of recent maritime history for circulation among those having personal knowledge of the facts and events; and observations and notes for which no suitable medium of publication at present exists.

That there is a real need for an American equivalent of the old "Sea Breezes", most people with whom we have discussed the problem are agreed; yet the demise of "Tiller", "Fair Winds", "Rhode Island Mariner" and other worthwhile publications shows that the field of interest cannot support a printed magazine. The flourishing condition of "Steamboat Bill", on the other hand, proves that an undertaking of this kind will be supported on the basis of the material presented, rather than on the manner in which it is dressed up. A preliminary cost analysis, based on the use of a borrowed duplicating machine for which no capital outlay is necessary, no charge for editorial or mechanical work, and a minimum postage rate, indicated that a small unillustrated edition of LOG CHIPS averaging around 12 pages per issue and 12 issues per volume (2 years) can be circulated for \$1 per volume.

On this basis, LOG CHIPS is launched.

LISTS OF LAUNCHINGS IN THE UNITED KINGDOM SINCE 1886

Commencing on Page 7 of this issue, LOG CHIPS will publish a list of all deep-sea sailing vessels built in the United Kingdom of Great Britain and Ireland since January 1886. This compilation has been taken from the files of "Marine Engineer" in the Library of the U.S. Navy Bureau of Ships, and checked with contemporary issues of "Lloyd's Register" in the Navy Department Library or the Library of Congress. The six weeks' postponement of the atomic bomb tests in 1946 provided the necessary spare time for the undertaking.

We would appreciate hearing from any reader with knowledge of the existence of launching lists for Great Britain for earlier years, as none have been located in Washington so far.

For the 1887 and later lists, the dates of launching of most vessels are available and can be furnished for individual ships on request.

These lists of British-built ships will be followed by similar tabulations of German, Italian, French, Netherlands, and Norwegian sailing vessels.

LISTS OF AMERICAN EAST COAST SCHOONERS

The lists of six-, five-, and four-masted built on the East Coast have been compiled from "Merchant Vessels of the U. S.", "Lloyd's Register", and other sources

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It is not often that a group of sister ships is built, all of which turn out to be unsuitable for their intended employment; and it is even rarer when six misfits stay in useful service for 30 years; yet such is the case with the six baldheaded auxiliaries built at Toledo, Ohio, by the Toledo Shipbuilding Company in 1916. Originally ordered by the Smith Shipping Company of New York in the summer of 1915, the sextet measured just under 2000 gross tons each on Welland Canal dimensions of 252 x 43.7 x 21.2 feet, with a deadweight around 3000 tons. They had an ugly four-masted schooner rig with a straight stem and no bowsprit, and a single screw driven by a 320-hp Bolinders hot-bulb diesel, imported from Stockholm.

Long before they were finished, the sisters were bought by Standard Oil of New Jersey for salt water service as package freighters. Here are their amazing records, in the order in which they were completed:

MOONLITE was sold by Esso about 1922 to the Pacific Steamship Co. of Seattle, who renamed her ADMIRAL PEARY and re-engined her in 1924 with a pair of McIntosh & Seymour diesels giving 1000-hp. In 1934 she was sold to Vapores Correos Mexicana SA of Mazatlan, who renamed her SONORA and ran her for a while with SINALOA, formerly ADMIRAL MOSER. In November 1942, the SONORA was refitted at Mobile for the War Shipping Administration, and was run for them under Panama register first by Agwilines and later by Lykes, until she was lost by fire on 23 June 1945 off the east coast of Florida.

STARLITE was renamed STANDTOW No. 2 in 1921 and passed into the hands of an Argentine Esso subsidiary in 1922 as the TRANSITO. In 1938, by then a barge, she was renamed ESSO No. II, and in 1947 was rechristened ESSO SANTA FE, being then owned by Cia. Trans. de Petroleos SA of Buenos Aires.

TWILITE was renamed STANDTOW No. 1 in 1921 and then also went to the Argentine, bearing in succession the names NORSWORTHY, PLATAPET, ESSO No. I (1938), and ESSO FORMOSA (1947), with the same ownership as her sister ESSO SANTA FE.

DAWLITE passed through the hands of the Pacific Steamship Company without change of name or engine, and finally in

1930 became the tank barge PURE WOFFORD of the Sabino Towing Co. of Port Arthur. In 1947 she became the SAN CARLOS, owned by Julius S. Gissel, Houston.

SUNLITE had similar changes of ownership, becoming in turn PURE SHERRILL (1930) and SAN GABRIEL (1947).

DAYLITE, after her sale by the Pacific Steamship Co. in 1930, became a barge at Baltimore. In 1940 she was retired, but instead of being scrapped, she was fitted in March 1941 with a second-hand triple-expansion steam engine. Last year, still as DAYLITE, she was listed as owned by Cia. de Nav. Tung Yick Ltda. of Macao, Brazil, under Panama registry.

With their original rig and motors these vessels were grossly under-powered; but either with new engines or with none at all they weathered the depression, escaped the Japanese scrap market, and survived the Battle of the Atlantic.

THE SCHOONER EDITH

EDITH was originally the EDITH G. FOLWELL, a four-master built by J.S. Coombs in the New England Shipbuilding Co. yard at Bath, Maine, in 1901 for Captain George L. Kelsey of Hartford, Connecticut. On dimensions of 196.9 x 40.4 x 18.4 she registered 1263 tons gross, 1051 net, and carried a deadweight of 1850. She cost about \$62,000. While still a new vessel she was acquired by the A.H. Bull SS Co., who shortened her name to EDITH. After several changes of ownership during World War I, she was owned by The Edith Co. of New Orleans, when she left Galveston on 14 May 1921 with a cargo of sulfur for Buenos Aires. Never seen again, she was posted "missing" in September 1921.

In 1941 a Cuban fisherman reported a "sulfur mine" in the Gulf of Guanacibibes, 9 miles off Pinar del Rio. A sample of the yellow element that he brought in was identified by New York laboratory chemists as Frasch process sulfur from Texas or Louisiana, rather than a natural occurrence. A check of shipping records led to identification of the "sulfur mine" as the last resting place of the EDITH and her crew of 13.

Of possible interest to model-makers are EDITH's spar dimensions. She had Oregon pine lowermasts 100 ft long, the fore being 28", the jigger 27", and the other two 26½" diameter. Her four topmasts were all 53 ft long.

NEWS ITEMS

A VISIT TO ANNAPOLIS

We recently spent a Sunday poking around the waterfront of Annapolis. The most prominent object in port was the "ram" (three-masted bald-headed schooner of canal lock dimensions) EDWIN & MAUD, which has joined the LEVIN J. MARVEL in the dude sailer business. She has skylights for hatches, and a glass brick window has been let in flush with the main deck for more illumination below. An incredible amount of white enamel now adorns ceiling, beams, stanchions, and centerboard trunk in the hold, although we could not help questioning the wisdom of sawing in two all the knees to make room for upper bunks.

EDWIN & MAUD, a vessel of 208 tons, was built at Bethel, Delaware, in 1900.

Also in port was the two-masted gaff-headed schooner CATHERINE, 51 tons, built at Solomons, Maryland, in 1911, a handsome white vessel with a graceful elliptical stern.

Seven years ago in Annapolis, we had found the old AMERICA, the original cup winner, hauled out at the Annapolis Yacht yard. This is now called John Trumpy & Sons Inc., and there is nothing there left to be seen of AMERICA. The war effort, we were told, had caused her reconditioning to be postponed, although some thousands of the money appropriated were spent to build a shed over her. On a St. Patrick's Day a couple of years ago the shed collapsed in a snow storm, and that was the end of AMERICA.

Later, viewing the Japanese beer bottle, the German whip, and the Surrender-Day covers from the MISSOURI in the Naval Academy museum across the channel, we were unable to resist the luxury of wondering whether the man-hours of junk-collecting and ear-banging represented there could not have rebuilt AMERICA.

KAIULANI SOLD TO THE MADRIGALS

Vincente Madrigal was high bidder for the coal-hulk KAIULANI, recently sold in Subic Bay, offering \$18,250 to the Maritime Commission for her.

KAIULANI, perhaps better known as STAR OF FINLAND, was built by the Sewalls at Bath, Maine, in 1899 to run between San Francisco and Hawaii under the management of Williams, Dimond & Co. She served in World War II coaling Dutch steamers in the South Pacific.

CALBUCCO TO BE SCRAPPED IN ITALY

A letter from Harold Huycke at Marseilles in May brings news of the Panama bark-CALBUCCO of 1619 tons, built in 1885 by A. Stephen of Glasgow. During World War II she was rescued from semi-retirement on the coast of Chile by New York owners, and went back into deep-water service, mostly in the South Atlantic. About three years ago she got to Marseilles, and except for a trip to Lisbon has been there since. On this last trip she left Lisbon on 9 April 1946 in a thunderstorm, and 20 days later dropped anchor in Marseilles. Strangely enough, although the master and mate were Norwegians and the second mate Finnish the log for this last trip was kept in English.

Although nominally a bark, CALBUCCO's rig during her declining years was a remarkable one, a crossjack on the mizzen taking the place of a spanker. She is due to be broken up in Italy as soon as towage thence can be arranged.

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SIX-MASTED SCHOONERS BUILT ON THE EAST COAST

Name	Gross Tons	Signal Letters	Year Place built	Builders
GEORGE W. WELLS	2970	KQGL	1900 Camden, Maine	Harvey M. Bean
ELEANOR A. PERCY	3402	KQLM	1900 Bath, Maine	Percy & Small
ADDIE M. LAWRENCE	2807	KSEH	1902 Bath, Maine	Percy & Small
WILLIAM L. DOUGLAS	3708	KSER	1903 Quincy, Mass.	Fore River S.B.Co.
(steel; rn DELAWARE SUN)				
RUTH E. MERRILL	2003	KTNC	1904 Bath, Maine	Percy & Small
ALICE M. LAWRENCE	3132	KVRE	1906 Bath, Maine	Percy & Small
MERTIE B. CROWLEY	2824	KVGR	1907 Rockland, Me.	Cobb, Butler & Co.
EDWARD J. LAWRENCE	3350	KVND	1908 Bath, Maine	Percy & Small
EDWARD B. WINSLOW	3424	KVSL	1908 Bath, Maine	Percy & Small
WYOMING	3730	LBHG	1909 Bath, Maine	Percy & Small

*Ran aground
on Waquoit Shoal
January 23, 1910.*

Five-masted schooners built on the East Coast:

GOV. AMES	1778	KGCT	1888 Waldoboro, Me.	Leavitt Storcer
NATHANIEL T. PALMER	2440	KNTD	1898 Bath, Maine 1899	
JOHN B. PRESCOTT	2454	KNTF	Camden, Maine	H.M.Bean
M. D. CRESSY	2114	KPER	Bath, Maine	Percy & Small
HENRY O. BARRETT	1807	KPCT	Bath, Maine 1899	G.G.Deering
JENNIE FRENCH POTTER	1993	KPMV	Camden, Maine 1900	
MARY W. BOWEN	2153	KPNB	Bath, Maine	New England S.B.Co.
HELEN W. MARTIN	2265	KPRJ	Bath, Maine	Percy & Small
WILLIAM C. CARNEGIE	2663	KQGD	Bath, Maine	Percy & Small
FANNIE PALMER	2258	KQLP	Waldoboro, Maine	G.L.Weldt
(rn GEORGE P. HUDSON after being ashore on first trip)				
VAN ALLENS BOUGHTON	2129	KQMC	Camden, Maine	H.M.Bean
LOUISE B. GRARY	2231	KQMD	Bath, Maine 1901	New England S.B.Co.
ARTHUR SEITZ	2207		Camden, Maine	
OAKLEY C. CURTIS	2374	KQNR	Bath, Maine	Percy & Small
REBECCA PALMER	2556	KQPV	Rockland, Maine	Cobb, Butler & Co.
MARTHA P. SMALL	2178	KQSH	Bath, Maine	Percy & Small
BAKER PALMER	2792	KRFS	Waldoboro, Maine	G.L.Weldt
JAMES W. PAUL JR.	1808	KRHP	Verona, Maine	McKay & Dix
MARY F. BARRETT	1883	KRHQ	Bath, Maine	G.G.Deering Co.
JAMES PIERCE	1664	KRLD	Thomaston, Maine 1902	Washburn Bros.
PRESCOTT PALMER	2811	KRLN	Bath, Maine	
JENNIE R. DUBOIS	2227	KRNH	West Mystic, Conn.	Holmes S.B.Co.
CORA F. CRESSEY	2499	KRPC	Bath, Maine	Percy & Small
(rn SHOW BOAT)				
PAUL PALMER	2193	KRVN	Waldoboro, Maine	
T. CHARLETON HENRY	2421	KSDH	Camden, Maine 1903	
WASHINGTON B. THOMAS	2638		Thomaston, Maine	
GARDINER G. DEERING	1982	KSHL	Bath, Maine	G.G.Deering Co.
KINEO (steel)	2128	KSLF	Bath, Maine	A.Sewall & Co.
(rn MARYLAND 1916; auxiliary motor tanker)				
DOROTHY PALMER	2872	KSIV	Waldoboro, Maine	G.L.Weldt
ELIZABETH PALMER	3065	KSPW	Bath, Maine	Percy & Small

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FIVE-MASTED SCHOONERS BUILT ON THE EAST COAST (contd.) JULY 1948

Name	Gross Tons	Signal Letters	Year Place built	Builders
MAGNUS MANSON	1751	KLDC	Bath, Maine 1904	New England S.B.Co.
SINGLETON PALMER	2859	KLCH	Waldoboro, Maine	G.L.Weldt
MARGARET HASKELL	2114	KLFG	Camden, Maine	H.M.Bean
GRACE A. MARTIN	3129	KLGN	Bath, Maine	Percy & Small
JANE PALMER	3133	KLIM	Boston, Mass.	J.N.Brooks
MARCUS L. URANN	1899	KLIR	Phippsburg, Maine	C.V.Minott Jr.
HARWOOD PALMER	2385	KLMN	Waldoboro, Maine	G.L.Weldt
SAMUEL J. GOUCHER	2547	KLMQ	Camden, Maine	
DOROTHY B. BARRETT	2088	KLNR	Bath, Maine 1905	G.G.Deering Co.
HELEN J. SEITZ	2547	KVCM	Camden, Maine	
DAVIS PALMER	2965	KVDG	Bath, Maine 1907	Percy & Small
FANNIE PALMER	2233	KWCN	Bath, Maine	Percy & Small
ELVIRA BALL	869	KWHL	Mystic, Conn.	Gilbert Trans.Co.
GOVERNOR BROOKS	2268	KWLG	Bath, Maine 1908	Percy & Small
FULLER PALMER	3060	KWSD	Bath, Maine 1913	Percy & Small
COURTNEY C. HOUCK	1627	LDCG	Bath, Maine 1916	G.G.Deering Co.
JEROME JONES	1891	LFTQ	Bath, Maine 1917	G.G.Deering Co.
(rn FRANK M. DEERING)				
DUNHAM WHEELER	1926	LHMK	Bath, Maine	Percy & Small Inc.
VIRGINIA PENDLETON	1965	LNSW	Noank, Conn.	Pendleton Bros.
(semi-diesel auxiliary; rn ASTA; engines removed and rn ROBERT L.LINTON)				
ST. JOHNS, N. F.	2046	LKPS	Bath, Maine 1919	Percy & Small, Inc.
JENNIE FLOOD KREGER	1838	LQCD	Belfast, Maine	Mathews Bros.
JOSEPH S. ZEMAN	1956	LQGW	Bath, Maine	Percy & Small, Inc.
CARROLL A. DEERING	2114	LQPD	Bath, Maine 1920	G.G.Deering Co.
MARY H. DIEBOLD	1516	MCDV	Newcastle, Maine	Newcastle S.B.Co.
EDNA HOYT	1512	MCGH	Thomaston, Maine	Dunn & Elliot Co.
SINTRAM	2259	MCGJ	South Freeport, Me.	Freeport S.B.Co.
(hull built for a wooden steamer)				

For a discussion of these five- and six-masted schooners and of vessels with similar rigs built in other waters, see the articles "Six-masted Rigs" in The American Neptune, volume 4, pp 325-326, and "Five-masted Schooners" in The American Neptune, volume 5, pp 137-141.

FOUR-MASTED SCHOONERS BUILT ON THE EAST COAST

Name	Tons Gross	Signal Letters	Year Place built	Builders
WEYBOSSET	629	HSQB	1879 (rebuilt from steamer built 1863) Mystic, Conn.	C.G. Greenman
WILLIAM L. WHITE	995	JTSF	1880 Bath, Maine	Goss, Sawyer & Packard
FRANCIS C. YARNALL	495	JVSD	1881 Wilmington, Del.	
ELLIOTT B. CHURCH	1137	JWCS	1882 Bath, Maine	
CHARLES E. BALCH	843	JWGH	Bath, Maine	
AUGUSTUS HUNT	1200	JWSC	Bath, Maine	
JEANIE (steam aux.)	1071	KBCQ	1883 Bath, Maine	Goss & Sawyer
WILLIAM T. HART	943	KBMG	Alexandria, Virginia	JOHN AGNEW & CO.
JONATHAN BOURNE	708	KBSH	1884 Camden, Maine	H. M. Bean
HAROLDINE	1361	KCMQ	N. Weymouth, Mass	
C. B. CHURCH	838	KCSG	Bath, Maine	
WILLIAM M. BIRD	808	KCTP	1885 Camden, N.J.	
WM. J. LERMOND	887	KDCW	Thomaston, Maine	S. Watts & Co.
AGNES MANNING	875	KDGS	1886 Bath, Maine	
EVA B. DOUGLASS	1093	KDLG	Bath, Maine	New England S.B.Co.
SARAH W. LAWRENCE	1369	KDLM	Bath, Maine	
CASSIE F. BRONSON	1124	KDLR	Bath, Maine	(rn. GILBERT BROTHERS)
BENJAMIN F. POOLE	1155	KDMG	Bath, Maine	
KING PHILIP	1224	KDMW	Camden, Maine	H. M. BEAN
ISAIAH HART	897	KDNM	1887 Waldoboro, Maine	
T. A. LAMBERT	1630	KDQG	Bath, Maine	
ANDREW ADAMS	812	KDQH	Wiscasset, Maine	
LUCY H. RUSSELL	1166	KDVJ	Bath, Maine	
SIDNEY G. HUPPER	974	KDVN	Thomaston, Maine	Samuel Watts
KATIE J. BARRETT	967	KDWF	Bath, Maine	William T. Donnell
(rn STAR OF THE SEA)				
BERTIE & MAUD	191	KDWQ	Camden, N.J.	(rn. S. A. SOUDER)
POCAHONTAS	1382	KFBC	Camden, Maine	H. M. BEAN
FRANK T. STINSON	971	KFBD	Bath, Maine	
CLARA GOODWIN	945	KFBH	Bath, Maine	Kelley & Spear
MOUNT HOPE	1105	KFBM	Camden, Maine	H.M.Bean
(rn Portuguese ATLANTICO 1915)				
BLANCHE H. KING	1156	KFBR	1888 Bath, Maine	New England S.B.Co.
VIKING	1017	KFCM	Bath, Maine	
GRACIE D. BUCHANAN	1140	KFDM	Bath, Maine	
CALVIN B. ORCUTT	953	KFDQ	Bath, Maine	
W. WALLACE WARD	1245	KFHS	West Haven, Conn.	
JOHN K. SOUTHER	993	KGBF	Thomaston, Maine	
F. & T. LUPTON	922	KGBW	Wilmington, Delaware	
NAPOLEON BOUGHTON	826	KGCF	New Haven, Conn.	

(to be continued)

SAILING SHIPS LAUNCHED IN THE UNITED KINGDOM, 1886

(arranged by builders)

Name	Matl.	Rig	Gross	First owners
S.P. Austin & Sons, Wear Dockyard, Sunderland				
CRAIGISLA	Iron	Bark	1086	W. Nicol & Co., Liverpool
W. Doxford & Sons, Sunderland				
COLONY	Iron	4m. Ship	1750	Ogwen Ship Co. Lim., Liverpool
PROVINCE	Iron	4m. Ship	1842	Province Shp. Co. Lim. (W. Thomas & Co.), L'pl.
North of England Shipbuilding Co. Lim., Sunderland				
BEATRIX	Iron	Bark	1290	T. Beynon & Co., Newport
Robert Thompson & Sons, Sunderland				
SANTA	Iron	Bark	979	Turner, Edwards & Co., Bristol
Richardson, Duck & Co., Stockton-on-Tees				
ESKASONI	Iron	Ship	1760	Esk. Shp. Co. Lim. (F. C. Mahon), Windsor, N.S.
LINDISFARNE	Iron	Ship	1771	J. Lidgett & Sons, London
BANGALORE	Iron	Ship	1746	G. Croshaw & Co., London
Oswald, Mordaunt & Co., Southampton				
MILVERTON	Iron	Ship	2192	F. Nodin, Liverpool
ELLESMERE	Iron	4m. Ship	2708	Sl. Shp. Ell. Co. Lim. (Fisher & Sprott), Lond.
SCHIFFBEK	1904	Knöhr & Burchard, Hamburg		
SANTA MARIA	1917	Portuguese Government, Lisbon		
PORT SANTO				
ANDRINA	Iron	4m. Ship	2699	And. Sl. Shp. Co. Lim. (E. F. & W. Roberts), L'pl.
ALEJANDRINA	1918			
CORTEZ	Iron	Ship	2294	G. Petrie, London
ASTRI				Thv. B. Heistein & Sons A/S, Christiansand, Norway
ASMUND	1918	Norway		
LEYLAND BROTHERS	Iron	Ship	2291	R. W. Leyland & Co., Liverpool
NACALA (aux.)	1944	Portugal		
R. & J. Evans & Co., Brunswick Dock, Liverpool				
GENERAL GORDON	Iron	4m. Ship	1690	L. Davies & Co., Liverpool
W. H. Potter & Sons, Liverpool				
HOLYROOD	Iron	Ship	2047	Macvicar, Marshall & Co., Liverpool
WAYFARER	Iron	Ship	2095	Builders
Thomas Royden & Sons, Queens Pier Head, Liverpool				
LORD RAGLAN	Iron	Ship	2125	Sl. Shp. L. R. Co. Lim. (J. Herron), Liverpool
PRIMROSE HILL	Iron	4m. Ship	2520	Sl. Shp. Prim. Hill Co. Lim. (W. Price & Co.)"
BIDSTON HILL	Iron	4m. Ship	2519	Sl. Shp. Bid. Hill Co. Lim. (W. Price & Co.)"
ANDOLA	Iron	Ship	2093	G. W. Roberts, Liverpool
Whitehaven Shipbuilding Co. Lim., North Wall, Whitehaven				
GILCRUIX	Iron	4m. Ship	2304	North Western Shipping Co. Lim., L'pool.
BARMBEK		Knöhr & Burchard, Hamburg		
Williamson & Son, Workington				
LOWTHER CASTLE	Iron	Ship	1868	Lancaster Shipowners Co., Liverpool
GREYSTOKE CASTLE	Iron	Ship	1878	Gr. Castle Shp. Co. (J. Chambers & Co.), L'pl.
Scott & Co., Cartsdike, Greenock				
GOWANBURN	Steel	4m. Ship	2079	R. Shankland & Co., Greenock
TAIKOO	Steel		536	(Not located in Lloyd's)
Russell & Co., Greenock				
SAMOA	Iron	Bark	1138	P. Denniston & Co., Glasgow
FALLS OF HALLADALE	Iron	4m. Ship	2085	Shp. F. of H. Co. Lim. (Wright & Breckenridge), Glasgow.
ARDENCRAIG	Iron	Ship	2153	Edmiston & Mitchells, Glasgow
ERNE	Iron	Ship	1692	J. Nourse, London
RHINE	Iron	Ship	1691	J. Nourse, London

UNITED KINGDOM SHIPBUILDING IN 1886, continued

Russell & Co., Port Glasgow
 TASMANIA Iron 4m. Shp 2263 P. Denniston & Co., Glasgow
 TASMAN Grefstad & Herlofssen, Arendal, Norway
 AUSTRALIA Iron 4m. Bk 2268 P. Denniston & Co., Glasgow
 ELISA LIHN 1906 Schlubach, Thiemer & Co., Hamburg, Germany
 AUSTRALIA
 PHYLLIS 1916 Pacific Freighters Inc., San Francisco, USA
 FALLS OF GARRY Iron 4m. Bk 2068 Shp. F. of G. Co. (Wright & Breckenridge), Clsw.
 NILE Iron 4m. Shp 2162 A. Brown, Glasgow
 THOR 2. 1911 Thor Dahl, Sandefjord
 PORT YARROCK Iron Bark 1379 Crawford & Rowat, Glasgow
 PORT RAMSAY Iron Ship 1575 Crawford & Rowat, Glasgow
 INCHCAPE ROCK Iron Ship 1599 J. Cornfoot & Co., Glasgow
 BEN-Y-GLOE Iron Ship 1719 Watson Brothers, Glasgow
 ST. MARY'S BAY Iron Bark 1165 Hatfield, Cameron & Co., Glasgow
 THORNLIEBANK Iron Bark 1491 A. Weir, Glasgow
 SUAKIM Iron Ship 1679 G.M. Steeves, Liverpool
 RIVERSIDE Iron Ship 1684 T.C. Jones & Co., Liverpool

Robert Duncan & Co., Port Glasgow
 RAHANE Steel Ship 1709 Thom & Cameron, Glasgow

William Hamilton & Co., Port Glasgow
 BOTHWELL Steel Ship 2126 Builders

McArthur & Co., Abbotswich, Paisley
 JAMES ARTHUR Iron 200 (not located in Lloyd's)

Birrell, Stenhouse & Co., Dumbarton.
 SALSETTE Iron Ship 1702 J. Shepherd & Co., London

Archibald MacMillan & Son, Dockyard, Dumbarton
 MARION INGLIS Steel Ship 1587 Rogers & Co., Glasgow
 LYNDHURST Steel 4m. Shp 2311 Lyndhurst Shp. Co. (W.R. Price & Co.), London
 ALEXANDER LAWRENCE Steel Bark 1253 A.M. Lawrence & Co., London

Barclay Curle & Co. Lim., Glasgow
 KING ALFRED Iron Bark 1319 J.A. Walker & Co., Glasgow
 PROVIDENZIA Italy
 AEOLUS Iron Ship 1680 A. & J.H. Carmichael & Co., Greenock
 BANNOCKBURN Steel 4m. Shp 2058 R. Shankland & Co., Greenock
 AMAZON Iron 4m. Bk 2062 R. Hill, Greenock
 COUNTY OF ROXBURGH Iron 4m. Shp 2202 R. & J. Craig, Glasgow

Charles Connell & Co., Scotstoun, Whiteinch, Glasgow
 EARL OF ABERDEEN Iron 4m. Bk 2204 Earl Seal Shp. Line Lim. (D. Brown & Sns), Lond.
 BALCLUTHA Steel Ship 1689 R. McMillan, Glasgow
 STAR OF ALASKA Alaska Packers Association, San Francisco
 PACIFIC QUEEN Frank G. Kissenger, San Francisco

David & William Henderson & Co., Meadowside Works, Partick, Glasgow
 F. S. CIAMPA Steel Ship 1573 F.S. Ciampa & figli, Castellamare

Alexander Stephen & Sons, Linthouse, Glasgow
 KINFAUNS Steel Bark 1001 C. Couper, Dundee
 J. & C. LLUSA Blusa y Cia, Barcelona

UNITED KINGDOM LAUNCHINGS IN 1886, continued

W.B. Thompson, Glasgow
 PERSEVERANCE Iron 4m.Shp 2511 net A.D.Bordes & Fils, Bordeaux
 TARAPACA Iron 4m.Shp 2456 gr. A.D.Bordes & Fils, Bordeaux

Grangemouth Dockyard Co., Grangemouth
 ILMA (completed 1885) Steel Bktn 345 A/S Ilma (F Klem), Christiania, Norway
 STRATHSPEY Steel Bark 363 Anderson, Webster & Co., Glasgow

Ramage & Ferguson, Leith
 CASTOR Steel: iron frame & floors. Bark 2059 W.S.Croudace, Dundee
 HIGHLAND HOME Iron Bark 1371 Crane, Colvil & Co., Glasgow

Paul Rodgers, Carrickfergus
 ANNIE PARK Steel: floors iron. 3m.Sch 214 J.Fisher & Sons, Barrow
 GEORGE D. BALFOUR Steel 3m.Sch J.Fisher & Sons, Barrow

Harland & Wolff, Belfast
 LORD TEMPLETOWN Steel Ship 2152 Irish Shipowners Co., Belfast
 SWANMORE Iron Bark 1822 W.J.Myers & Son, Liverpool
 SIXTUS Denmark
 STANMORE Iron Bark 1824 W.J.Myers & Son, Liverpool
 DEUDRATH CASTLE R.Thomas, Liverpool

Workman Clark & Co.Lim., Belfast
 STAR OF AUSTRIA Steel Ship 1781 J.P.Corry & Co., Belfast
 DESSFIELD Iron Bark 1322 W.Porter & Sons, Belfast

UNITED KINGDOM SHIPBUILDING IN 1886

Although by 1886 most steamers were being built of steel, the majority of sailers were still fabricated of wrought iron; however the superior ease with which steel plates were being produced led to several instances of ships being built with a shell of steel plates over a frame of wrought iron.

The largest sailing vessels launched in Great Britain in 1886 were the sister four-masted ships ANDRINA and ELLESMERE, of 2699 and 2708 gross tons, respectively. They were well built, too, as evidenced by the fact that ANDRINA's hull lay ashore on Tierra del Fuego from May 1899 to June 1918, when she was floated and was put back into service.

Among the 1886 ships later owned in the United States were the following:

ERINE was bought by Boston owners about 1910, and was admitted to American registry in 1914 at the outbreak of World War I. She became a barge at New York about 1924, and her register was abandoned in 1929.

LORD TEMPLETOWN was bought in 1900 by Ecshen & Minor of San Francisco, with registry at Victoria, B.C. In 1902 they were reported seeking Virgin Islands papers for her; but this was abandoned

when negotiations for the purchase of the islands by the United States fell through; and in 1914 they did not avail themselves of the opportunity to transfer to the American flag. In 1925 the LORD TEMPLETOWN became a barge in British Columbia waters.

AUSTRALIA, as PHYLLIS, was brought to San Francisco in 1916, and after passing through several East Coast owner-ships, was sold for scrap in 1925.

BANGALORE will be remembered as the ship about which Paul Eve Stevenson's "Deep Water Voyage" was written. She came under American registry a few years later, and disappeared with all hands in 1907 on a voyage from Norfolk, Virginia, to Honolulu.

BALCLUTHA was admitted to U.S.registry by a special act of congress in 1901. In 1904, after being ashore in Alaska, she was acquired by the Alaska Packers, who resold her in 1933. She is now lying in the harbor of Los Angeles, California, serving occasionally in moving pictures.